# RED RIVER.

The British Expedition Against Fort Garry.

Details of Its Crganization and Progress.

Sketches of Its Commanding Officers.

THE ROUTE AND ITS OBSTACLES.

## THE FENIANS.

The excitement over the trumpeted Fenian raid into Canada having subsided, the Canadian people are now all agog with the Red River expedition, and nothing is heard in Parliament or in any circle whatever but Red River. The animated discussion in the Dominion Parliament on the subject, and the proceedings in the case of the Fort Garry delegates to Ottawa have already been published in full by the HEBALD, and it is unnecessary to condense a report of them here. There seems to be an impression prevailing generally in Canada that the expedition fit-ting out for Red river will not meet with any serious to officers proceeding to establish law and order; that when the command reaches Fort Garry the settlements will receive it in a friendly manner, and that the only questions to be settled will be the relity of Riel for the shooting of Scott. Of course ponsibility of Riei for the shooting of Scott. Of couldn't this is all only conjecture on the part of the confident Canadians, who have an idea that the mere rumor hat an expedition would be sent against Fort Garry would strike abject terror into the souls of every Winnipegger. Although there is a great deal of discussion in Parliament about the expedition and some prophecies that it will yet be abandoned, there no longer remains any grounds for doubting that it will That matter is fixed, and the only business now under consideration by the Canadian officers is the speedy preparation and departure of the command. There is great opposition to it, however; first, by all the French Catholics in Canada, who naturally sympathize with their Red River brethren, and who number eighty out of about 180 members o Parliament; secondly, by the conscientions people of the Doninion, who realize what a rascally operation the whole business transfer of the Northwest Territory by the Hudson Bay Company to the Dominion has peen, and who foresee complications that must and people; and, thirdly, the natural enemies of the party in power, who find in the Red River question exhaustless resources of accusation and denuncia-tion of the present Ministry.

MILITARY AFFAIRS.

While political circles have been violently agliated by the Red River question, the military has been all excitement. The Fenian sensation seems to have affected the entire military organization of the Do minion very much as galvanic shocks enliven a corpse; and all over the country the Canadian troops have for the last month been in a constant quiver of excitement. Volunteer infantry and cavalry moved to and fro along the border, closely picketed by sentries, red-coated guards held possession of the various custom offices of her Majesty on the line, 'going to the front" with the air of a new recruit na for Petersburg in the last days of the rebeltion. The Fenian scare, however, has pretty much subsided, and many of the troops at "the front" have returned to their homes. But the Red River expeditionary preparations still keep the military on the qui vive, and occasion a vast deal of drilling. parading, brass-banding, &c., while the hotel regis ters are filled with colonels, majors, captains, &c., to a degree that forcibly suggests to a Yankee the scenes in Washington in 1802. In view of the con-tingencies incidental to the Red River campaign and future Fenian possibilities, a brief description of the

m ilitary resources of the Dominion is interesting. THE REGULAR TROOPS now in Canada consist of portions of the Sixtleth rifies, the Sixty-ninth infantry, of the Prince Consort's Own Rifle Brigade, and a small number of artillery. The battelion of the Sixtleth rifles is stanames "Robeia," "Vimiera," "Martinique," "Tala-vera," "Fuentes d'Onos," "Albuhera," "Ciudad "Badajoz," "Salamanca," "Pyrences," "Nivelle," "Nive," "Orthies," "Tou louse," "Peninsula," "Punjaub," "Mooltan," "Googerat," "Taku," "Forto," "Pekin," "Delhi." This

louse," "Peninsula," "Punjaub," "Mooltan," "Googerat," "Taku," "Forto," "Pekin," "Dehin," This command numbers only about 200 men.

The battalion of the Sixty-ninth infantry numbers about 500 men and is stationed at Quebec been ple are anxious should command the Red River expedition. This regiment wears upon its colors "Java," "Bourbon," "Waterioc," "India."

The battalion of the Prince Consort's Own rife brigade is stationed at Montreal. It numbers several hundred men, being nearly equal to a regiment in strength, and is commanded by Lord Alexander Russell, distinguished by services in the Kaffir war and at Sebastopol. The brigade colors are inscribed with "Copenhagen," Montevideo," "Robois," "Vimiera," "Corunna," "Busaco," "Barrossa," "Fuenies d'Once," "Cludad Rodrigo," "Badaloz," "Salamanca," "Vittoria," "Nivelle," "Nive," "Orthies," "Toulouse," "Peninsula," "Waterloo," "Alma," "Inkermann," "Sebasiopol," "Lucknow."

All of these commands will return to England soon, leaving the Dominion to ner own military resources.

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THE CANADIAN MILTIA

consists of all the male inhabitants of Canada, of the ago of eighteen years and upwards, and under sixty—not exempted or disqualified by law, and being Eritish subjects by birth or naturalization—but all the male inhabitants of the Dominion capable of bearing arms may be required to serve in case of a leve en masse. The population thus hable to military duty is divided into four classes:—First, unmarried men or widowers, without children, between the ages of eighteen and thirty year; second, the same class between the ages of forty five and sixty years—the above being the order in which the respective classes shall be called upon to serve. The iolowing persons are the only ones exempted from military service between the ages of eighteen and sixty years—The judges in all the courts of law or equity in the Dominion of Canada; the clergy and ministers of all religious denominations; the profession in any college or university and all teachers in religious orders; the warden, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers, keepers and guards of the penitentiaries, and the officers of all religious for any penitential p

the nine districts, assisted by brigade majors. The active mittia numbers, according to the last returns, 43,077 officers and men, viz., cavalry, 1,500; field batteries, 750; garrison artillery, 3,500; mayal brigade, 233; fiftes and infantry, 37,004; being 2,077 in excess of the quote of 40,000 authorized for annual training. The reserve mitties numbers as per enrolment 656,500 men, liable to military duty when required.

is to be composed of officers and men drafted from both the regulars and the mitita, but as yet nearly everything relating to the enterprise is involved in the control of the control of

obrough and woman of the beachamber to the Queen.

COLONEL WOLSELEY,
the commanding officer of the expedition, is a magnificent soldier. Although but thirty-seven years old, he has seen service in New Zealand, Caffaria, India, the Crimea and China, on which latter country he has written a valuable book. He has been five times wounded, and wears seven medals, including the Victoria Cross. He served with the Eightieth regiment in the Burmese war of 1852-55, when he received a medal; was with the expedition under Sir John Cheape against the robber chief Myattoon, and severely wounded while leading the storming party against the chief's stronghold, for which gallantry he was mentioned in despatches; landed in the Crimea with the Ninetti light infantry, where he was engaged in many hold, for which gallantry he was mentioned in despatches; landed in the Crimea with the Ninetieth light infantry, where he was engaged in many attacks, was frequently mentioned in despatches, and received medal and clasp; Knight of the Legion of Honor, Fifth class of the Meddid, and Turkish menal; was in the India campaign from 1858 to 1859, and present at the relief of Lucknow, the defence of Alumbagh by Outram, and many other sleges and engagements, for which he was repeatedly mentioned in despatches, previted leutenant colonel and decorated with

which he was repeatedly mentioned in despatches, brevoted heutenant coloned and decorated with medal and clasp. In 1800 he participated in the assault upon the Taku forts in Ohma, and in all the engagements of that campain, receiving a medal and two clasp. He is the complexion, with his deportment, and is regarded with a faction by all who know him. He has a nervous manner that reminds one very forcibly of General Sheridan, and his nead is almost precisely similar to that college's cranium, so far as phrenological developments indicate. He is an accomplished military scholar, a practical common sense manager, brave, energetic and untiring, and probably is unexcelled in the qualities required by his new field of duty. The Montreal News says of him:—He is precisely the officer suited for work of this kind. The author of "The Soldiers' Pocketbook for Field Service" has seen in his time pienty of the rude realities of military life, and no one can read his soldiers' manual status of the expedition is established at Foronto. The use of the Crystal Palace at that city has been given by its manager to the Dominion government for barracks, and the troops as fast as they are collected will be concentrated there and organized into companies. The camp of instruction will be at Colling wood, on the Georgian Bay, minerty-seven miles by sail north of Toronto, and will become the final rendexwos of all the troops. While the recruiting and drilling are going on boats, wagous, supplies dec, are being hurried forward by steamer to Fort William, in Thunder Bay, on the west sitle of Lake Superior, so as to be in readiness promptly when the troops have perfected the stops. While the recruiting and drilling are going on boats, wagous, supplies dec, are being hurried forward by steamer to Fort William, in Thunder Bay, on the west sitle of Lake Superior, so as to be in readiness promptly when the troops have perfected the supplies and paragementals of the expedition to pass over any of the septiment of the supplies and paragement of t

here, of the Sautieux tribe, and loyal to England. The distance over and along the lake to Per Francia Poet, there is a portage of 200 yards past Rainy Falia, twenty-three feet high, and entering Rainy riverthis is a magnileent stream, from 20 to 450 yards wide, winding through an alluvial country, rich and beautital, and studded with groves of mapie, birch and oak. There are a quarter of a million acres of only interrupted by two insignification and studded with groves of mapie, birch and oak. There are a quarter of a million acres of only interrupted by two insignification and state of the wooded and terribe belt which runs west to the great plain of the Saskatchewan. The Lake of the wooded and ferribe belt which runs west to the great plain of the Saskatchewan. The Lake of the wooded and ferribe belt which runs west to the great plain of the Saskatchewan. The Lake of the woods is crowded with no acts must be left. The lake of cowed with the state of the woods is crowded with no acts must be left. The lake indicates of the wooded and swampy and the last thirty-two are younged with part of the wooded had swampy and the last thirty-two are open prairie. The wood in the illuber belt is light and open, however, the ravines are more guiches, and lies swamps can be easily fascined. Crossing will alst, give 165 million of the property of the expenition, give a very gloomy picture of the coule to be traversed, and product obstacles before which even the most sangular must be many unexpected deaps and disasters to be encountered, and there is no doubt that the sombre aspect cast upon the plature by same of the journals is not without; justification to a great degree. The Montreal News of Sesterday, in a leading editorial which comparatively lines of my characters and projected by the Northern Transportation Company that they insist, at all basrds, there must be a road where nature unmittakes) of colorary and the product and they so that line by his oblical reporting the sound of the product of the same projected by th

Woiseley will find the realities more serious.

THE ARRIVAL NEAR FORT GARRY
of the expedition will, of course, produce great
commotion in the Red River estitements; but it is impossible now to predict what will ensue. Many are
of the opinion that Riel and his principal associates
will fly from Rel River into the United States on the
approach of the expedition, and that the majority
of the settlers will quietly acquiesce in the establishment of Canadian rule. A much larger number, however, are not so sure of the peace-ble occupation of
the Red River section, and predict hard fighting. This
latter class expresses the belief, which certainly has
good grounds for foundation, that Riel will not only
be able to oppose the advance of the expedition, with
a large body of Indian allies in addition to his
own forces, but that at least three thousand Fenians
will have concentrated at Fort Garry by the time the
expedition gets there. It is well known that O'Dononue, Riel's right hand man, is a zealous Fenian,
and that he has not only been a constant writer for
Penian papers in the United States, but has been in
close communication with the Fenian leaders ever
since the Red River troubles first commenced. Last
winter an accredited and trusty agent of the Fenian
headquarters was sent to Fort Garry to arrange for
Fenian co-operation in resistance to the authority of
the Dominion government, and when it is taken THE ARRIVAL NEAR FORT GARRY ment along the Canadian border was caused by
the Fenians for the purpose of blinding the authorities respecting the real plan to throw men and material across the Minnesota frontier into Red River,
and that the Fenians have always been on the lookout for just such an opportunity to make a descent
upon British territory and establish an Irish republic,
the prospect of lively times at Fort Garry seems to
be pretty clear. Every one acquainted with the vast
and uninhabited plains of Northern Minnesots, the
sentiments of the American people in that State and
the impossibility of closely guarding the boundary
line, understands how easy it is for the Fenians to
throw lour or five thousand men and plenty of arms
and ammunition into Fort Garry. Of course the Fenians could not march there in a body; but they can
go in squads, with no one to hinder them, for,
with the prospect of Indian troubles, the handful of
United States troops stationed at widely separated
posts in the Northwest, are as helpless to stop such
an caterprise as they would be to prevent the crows
flying northward. Information from Chicago and
St. Paul, and the whispered rumors in Canadian
oilleial circles, clearly indicate that the Fenians will
not be idle when the Red River crisis approaches,
and the expedition may find its long and wearisome
march through swamps and over precipices the
least of the difficulties to be encountered in its occupation of Rupert's Land. The Dominion governmeni expects to have the friendly co-operation of all
the Indians in the Red River country, but with the
stores and other property of the Hudson Bay Company at his command Riel may be able to purchase
as many Indian allies as the expedition.

Of course the officers and men of the expedition
are in high glee at the prospect of a campaign in the
romantic wilderness of the Northwest lakes, and
are thirsting for that renown which only comes from
the "gory field." No doubt the peaceable occupation of Fort Garry by the expedition would break
the hearts of many amb

## THE SHELTERING ARMS.

Churchman, Season of Lent, 1870, in reference to the late Bazaar of the Sheltering Arms:—

our great purpose has been to strengthen the hands of the rectors of St. Bartholomew, Grace church, the Ascension, Calvary, the Atonement, St. George's, the Incarnation, the Anthon Memorial, St. Thomas' church, the Reformation and the Holy Tribley, in their efforts to free a noble institution from a glaring abuse, by making the disconnection of this Sisterhood the absolute condition of this Co-operation.

This "goognession" has as is known composite.

This "co-operation" has, as is known, compelled the resignation of the Sisters from their charge at the Sheltering Arms, driven them forth from their home and separated them from their work after years of the most faithful and devoted service Under the pressure of this confusion and distress their friends, in answer to numberless inquiries and propositions from all quarters, desired that measures be taken as soon as prace

and propositions from all quarters, desire that measures be taken as soon as practicable to establish and secure to them an institution of their own, where they may be shielded from unfriendly approach and misrepresentation, and their entire self-devotion and self-sacrifice for the love of Christ and His poor not counted against them as unpardonable sins. For the moment they are resting from the fatigue and hardness and persecutions they have endured through the Leuten season; but it is hoped that, with the blessings of the Easter tide, their sorrows have passed away and will be forgotten.

This communication has been kept back for two weeks on account of the Bazaar, that no word from any friend of the Sisters might interfere with its success. Contributions for the new "institution for Sick and Orphan Children" will be received gratefully now in this city or from other cities or from the country by the late treasurer of the Sheltering Arms, Miss Ellen Kemble, 52 West Twenty-first street; the Superior of the Sisterhood, 41 West Forty-sixin street; Mrs. General Dix, No. 3 West Twenty-first street; Mrs. General Dix, No. 3 West Twenty-first street.

NEW YORE, May 2, 1870.

YACHTING.

Organization of a New Club in Boston Under Favorable Auspices.
Boston, May 4, 1870.

A few weeks since a number of gentlemen, while accepting the hospitality of a well-known citizen, adopted as a topic of conversation the approaching yachting season. The advantages of our bay, the many excellent yachts were owned in the Eastern States, were commented upon, and it was finally de-termined to organize a club. For this purpose a sub-committee was appointed to nomine

termined to organize a club. For this purpose a sub-committee was appointed to nominate officers and prepare a constitution and bylaws. At an adjourned meeting the following named gentlemen were nominated and elected officers of the association, which is organized under the name of the "Eastern Yacht Club;"—

Commodore—Captain John Heard.

Vice Commodore—Captain Franklin Burgess.

Secretary—John Jeffries, Jr.

Treasurer—George Z. Slisbee.

Regatia Committee—Robert B. Forbes, David Sears, Jr., S. Endicot Peabody, W. G. Salstonstail, William C. Otis.

At subsequent meetings of the club, which already embraces a large number of our influential citizens, the general administration of affairs and the details incidental to such an organization were perfected.

The signal of the club is a pointed burgee, diagonally stripped with blue and red, with a five-pointed while star in the centre of the red stripe. The signals adopted are those known as Rogers' Code of Signals for the Use of all Nations. The sailing regulations are the same as those of the New York Yacht Club, with some modifications. The seal represents a yacht under full sail, and the motio is "Aura Vela Voganta." The honorary members include the Secretary of the Navy, Secretary of the Treesury, Collector of the Port of Bostop, United States District Judge and Circuit Judge, the Admiral of the station and the commandant of the Navy Yard at Charlestown.

It is proposed to hold two regatas, at the opening and at the close of the season. The Regatia Committee, while thoroughly versed in their duties, are not owners of yachts which will compete in any regatia, and though yachts under twelve tons will be allowed to join in the proposed cruise to the East and to Newyort and New York, no craft of less than twelve tons will be permitted to take part in the regatas, which will be open only to yachts owned by members.

The uniform of the officers and members of the club will be simple and neat. The distinctive baages

twelve tons will be permitted to take part in the regattas, which will be open only to yachts owned by members.

The uniform of the officers and members of the club will be simple and neat. The distinctive badges of the officers will be plain. The full dress will be a frock coat of navy blue cloth, and the undress a sack coat of the same material or fine blue fiannel. The gilt buttons are of three sizes, with a fout anchor in the centre, three siars above, and the initials "E. Y. C." be low. The club starts under auspices which promise success, and the character and social position of the members are ample guarantee that the administration of affalis will redound to the credit of the city in which it originated.

The Boston Journal, in an article to-day on yachting matters, has the following:—"The tasic for yachting has been for some years on the increase in this vicinity. There is probably no recreation which is more invigorating and no pastime which calls forth in a greater degree the faculties of the mind and the ene gies of our physical nature. The time was, within the memory, to, of many of our chizens who are not yet gray headed, when the owners of first class yacats in Boston could be counted on the fingers of one hand. The yacats of Colonel Winchester, Mr. Perkins and Mr. Parsons never unfunded their sails for a run down the nathor without attracting the attention of all who happened to be in the bay. Within a very few years many wealthy gentlemen of this city have built for their pleasure and recreation some of the finest boats afreat, and the Boston Yacht Club have been several regattas and many sport appears of late to have received a new impulse, and the tone imparted to the science of sailing these elegant craft by the New York Yacht Club has awakened throughout the seaboard cities a spirit of emulation which promises to culminate in a fleet of yachts which will be creditable to the nation, that points with pride to the achievements of the yacht America and the more recent victory of the Henrictta

A letter from Cowes, England, of the 21st of April, in Bell's Life in London, reports the following yacht-

Tachts at the station—The Florence, the Duke of Leeds; the Sappho, W. Douglas, Esq. (American); the Dauntiess, J. G. Bennett, Esq., refitting; H. M. S. Volze, Captain Sullivan; the Alberta, and the Enfin, tender.

G. Bentinck, Esq.; Colonel the Hon. D. G. Finch, Inglis Jones, Esq.; Colonel C. Leslie, M. P.; Major Allison, M. Guest, M. B.; T. Chamberlayne, Esq.; Captain Maxxe, R. N.; F. P. Delme Radchife, Esq.; E. S. Curwen, Esq.; J. Blackett, Esq.; W. Douglas, Esq., and the Hon. Taibot Clifton.

## ROWING.

The Anglo-Canadian Four-Oared Match of

The Anglo-Canadian Four-Oared Match of 1876.

[From Bell's Life in London, April 2).]

The following revised articles of agreement, which, it will-be seen, do not differ very materially from the terms originally proposed by the St. John crew—the principal alterations being the change of date from August 27 to September 17, and the addition of clause 10—were forwarded on Saturday last by James Renforth to Mr. G. H. Vyallis, the honorable Secretary of the Lachine Bosting Club, Montreal:

Articles of agreement between James Renforth and three others, forming the "Tyne Crew," of Newcastle-upon-Tyne, England, and Robert Faiton and three others, forming the "Paris Crew," of St. John, N. E., for a four-oared boat race at Lachine, near Montreal, Canada, in September, 1870.

It is mutually understood and agreed between the two crews (and the Lachine Boating Club, Montreal) as follows:—

Figs.—That they shall row a four-oared race in the best boats each crew can get, on the St. Lawrence river, at Lachine, near Montreal, Canada, on the 17th September, 1870, the distance to be air miles (three up river from Eachine, and back again), for the sum of £500 a side and the championship. The St. John Paris crew to row without a coxswain, and the Tyne crew to have the right of rowing with or without one as they may see bt.

Secont—The boats to start from points, buoys or line, such points, buoys or distances on line to be not less than thirty yards apart, and to row a distance of three miles up river, where there shall be two stake boats, and turn each boat its own stake boat, being the one on its own side at starting, the turn to be made as best suits each boat, out to back to the line of starting, such turning stake boats to be 150 yards apart.

Third—The race to be rowed as above stated, on the 17th day of September, 1570, at the hour of three o'clock P. M., if

own stake boat, being the one on its own side at starting, the turn to be made as best suits each boat, but to back to turn to be made as best suits each boat, but to back to turn to starting, such turning stake boats to be 165 yards apart.

They—The race to be rowed as above stated, on the 17th day start samoth, the referred to be the judge of the fitness of the water is amoth, the referred to be the judge of the fitness of the water. If the state of the weather is, in the opinion of the referree, unit for rowing a satisfactory race, he referree hall be empowered to postpone it to such hour on the day following as he may think ni, and so to postpone the race that he empowered to postpone it to such hour on the day following as he may think ni, and so to postpone the race from day to day until the state of the river is favorable.

Fourth—One-half of the stakes to be deposited by each party in the hands of ———, at the Bank of Montreal, on the signing of these articles, and the remaining half to be so deposited not later than the lat day of September, 1870. Either party falling to make such latter deposit within ten days of the specified time to forfeit the amount previously deposited.

Pyth—The Type crew will nominate their umpire the day previous to the match, and the Paris crew nominate —— umpire, for the race in question. A referee to be decided upon the day before the race by the respective crew; failing to agree upon a referce, the president of the Lachine Boating Club, Montreal, is hereby vested with the right of appointing such referee.

Such—in consideration of the race herein provided for being rowed under the auspices of the Lachine Boating Club, the said club hereby promises and sgrees to pay to the stakeholder, immediately after the final deposit by the Type crew is made, the sum of £200 sterling, on account of the exponses incurred by that crew by reason of their rowing at Lachine sa aforessaid; the said sum to be paid to the Type crew on their arrival at Lachine.

Serent—The ruise of rowing and oth

LADY JANE FRANKLIN.—A San Francisco correspondent, April 16, says:—"By the last Panama boat there arrived a lady whose life is the centre of a century's tragedy—a lady whose life is the centre of a century's tragedy—a lady whose constancy and devotion will be the theme of future homes and far eclipse the fame of fabled Penelope. A cruel rumor, started some months ago by a city paper, that a waif had drifted ashore near San Diego containing some memento of the Arctic heroes, reached her at Rio Janeiro, and so she hastens to San Francisco; distance, fatigue, age, all torgotten in the wild hope that the sea may have revealed one of its sorrowful socrets. Poor lady, eighty years old, twenty years desolate, still clinging with a heartstok longing to the fidea that earth or ocean will yet tell the mysteries of the past.

A FLOATING PALACE.

ON THE WAY TO LONG BRANCH.

James Fisk, Jr.'s, Last Enterprise-His New Steamer Plymouth Rock-Her Equipments and Rrilroad Connections-French Cuisine. for 3,000 People on the Water-Music, Dance and Hilarity.

Mr. James Pisk, Jr., is about to do up another enterprise in his own inimitable style. It consists in linking Long Branch to New York by a very pleasant line of land and water travel, where the pleasure seeker can enjoy more than the wearisome and fatiguing accommodations it has been the fashion of ratiroad and steamboat monopolists to serve up for the last few years. Mr. Fisk has been the pioneer of many improvements looking to the comfort and luxurious ease of those who patronize his lines of travel, and he come can be considered the state of the comfort and luxurious ease of those who patronize his lines of travel, and no one can forget his public spirit in establishing the Twenty-third street line of stages, the splendid ferryboats plying between the opposite shores of the North river, and his floating palaces, the Bristol and Providence. It may, therefore, be said that to him more than to any other capitalist belongs the honor of introducing elegance, superior accommodations and the finest quarters and treatment for the smallest equivalent. Now Mr. Fisk, with keen insignt into the future growth and im-

is about to put his shoulder to the wheel and en-deavor to make it the first summer resort of the Union. To those who watched the tendency of Branch will exceed Saratoga in quantity and Newport in quality. The reasons are, first, that Long Branch has a splendid beach. Its attractions for bathers and salt water followers transcend those of any resort by the seaside, and, happily, it has never rid manure heaps—Sunday excursions; nor has it yet suffered from the ridiculous exclusiveness that is pretended to reside under the shadow of Knicker-bockers, who rely for their social prestige upon decayed coaches, and for their strength and union in libels upon modern progress. Then the hotels at the Branch have been such as to invite the presence of hose weary of the rookerles of the mountains or the

extortion palaces along the Northern frontier. Society has been good—it has been society. There nve been no angust leaders, who, but a few months prior to their rocal influence, were acquainted with reduced spheres among the vulgar herd, nor any particular clans, cliques or stock companies in mar-riageable daughters and eligible sons. But to the credit of the Branch its patrons heretotore have gene-rally been of that broad American type founded upon relit of the franch is pairous netectorie lave generally been of that troad American type founded upon decrous behavior, and the common stock of good sense, culture and decency. Hence there has been little snobbishness and vulgar pretension, and, therefore, little to bring disgust to those who leave the city for the country to get fine bathing, talmy preezes, sonorous music, fast driving, hunting, fishing, dencing and pretty ladies.

Among the features that will draw many who never went to the Branch before will be the new race course of Mr. John Chamberlain, particulars of which, together with the entries, have been fully published in the Herald.

But nothing wil prove a stronger magnet than the presence of

published in the Herald.

But nothing will prove a stronger magnet than the presence of

GENERAL GRANT

throughout the season at his charming little cattage. The advent of the President of the United States to a watering place to spend an entire summer is something new in the history of the country, and can hardly fail to have an important inducered in building up the Branch. It will assuredly fix the status of society; and General Grant's love for the turf will be the nucleus of a high and continued excitement throughout the summer.

The close proximity of Long Branch to this city will enable many business men to live with their families at the hotels, and they need take no more trouble in going to and from their offices than if they resided on Fiftis avenue, nor as much. In view of a'l these considerations the rush for Long Branch, as it can now be measured by the intentious of the wealth, fashion and quality of the city, is something unparalleled. It is no longer "are you going to Saratoga or Newport?" but "You are going to Long Branch?" So every one has been looking for a crush, and the demands for cottages at the Branch have been without precedent. To meet just such a movement of New Yorkers Mr. James Fisk, Jr., has laid out a line of travel which will be open to public patronage on June 1, by which the tourists can reach

Long Branch in two Hours after leaving this city. The New Jersey Southern Railroad is building a branch out to the spur on Sandy Hook, which will run frequent trains (aow undetermined) every day, connecting directly with the Branch. The sea shore terminus of this spur railroad is known as the Horse Shoe on Sandy Hook. Connecting with this new railroad will be the splendid steamer Plymouth Rock and the smaller steamer Jesse Hoyt, both owned by Mr. James Fisk, Jr.

THE FLYMOUTH ROCK the Daumtess, J. G. Bennett, Esq., refitting; H. M. S. Volze, Captain Sullivan; the Alberta, and the Eughtender.

Arrivals—April 14, the Wirard, C. Heneage, Esq., remon Portsmouth; the Hebe, Captain Phillmore, from Southampion; the Gazale, Sr. J. Burgoyne, Bart., its can now be measured by the intentions of the Sulfann, Colonel Pathology, and the Channel Isles; the Hebe, Captain Phillmore, from Southampion; the Saltana, Colonel Pathology, and the Channel Isles; the Hebe, Captain Phillmore, for the Channel Isles; the Hebe, Captain Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Channel Isles; the Urania, W. Wise, Esq., for Broadstairs; the Sultana, Colonel Phillmore, for the Will be open to public patronage on June 1, by which the Dake of Leeds, for Southampton.

The Flowering American Phillmore, for the Will be open to public patronage on June 1, by which the Dinkern Helphillmore, for the Will be open to public patronage on June 1, by which the Dinkern Helphillmore, for the Will be open to public patronage on June 1, by which the Branch Helphillmore, for the well-will be open to public patronage on June 1, by which the Branch Helphillmore, for the well-will be open to public patronage on June 1, by which the Branch Helphillmore, for the well-will be opened to the Will be op

she will undoubtedly be the finest steamboat in the world. Mr. Fisk is spending \$150,000 to put her in condition, not as a mere passenger st camer, but as an immense floating hotel. It is his intention to make the Plymouth Rock a summer residence upon the water—one where the patron can embark, live, eat, sleep, dance and have "all the comforts of a home." This enterprise is the greatest, and assuredly the most important, ever projected by Mr. Fisk. This versattle capitalist—a theatre proprietor, a speculator, an Erie manager, a colonel, a stage line owner, an admiral, a politician, a literary man and a bean—now becomes the proprietor of a hotel, not on dry land, but on damp water; and what is THE FULL DESIGN?

It is this: Long Branch, as we have shown, will be thronged by thousands even who never went to a first class watering place for a length of time before, because of the direct route of travel from New York. But Mr. Fisk, in establishing this connection, has desired to do it in a first class manner, and has therefore determined to launch this marine hotel. A gentleman, or even ladies, can go on board the Plymouth Rock at four o'clock P. M., take a parlor—of which there are to be thirty-two—make full loutes, sit down in the restaurants and eat viands as cooked by a Prench steward and served by French waiters, and drink the choicest wines and dance to the best music.

The Plymouth Rock will leave Pler 28 North river

French steward and served by French waiters, and drink the choicest wines and dance to the best music.

The Plymouth Rock will leave Pier 23 North river every afternoon. This pier has accommodations for 500 carriages, is at the foot of Warren street, a clear and open thoroughfare, and is 500 feet long by innety wide. There is a line pavement all along this route. There will be no other steamers at this dock but the Plymouth Rock and Jesse Hoyt. Coal is to be passed on board the steamboats through shoots, thus getting rid of disagreeable coal dust.

BOARDING THE PLYMOUTH ROCK.

Let us look as her leatures. She is 340 feet long, forty-four feet wide, and has a capacity for 3,000 people. Crossing the gangway art, on the main deck, is the restaurant, 100 feet long by thirty wide, with double rows of fluted, gilded Corinthian columns, supporting richly carved capitals, while the ceiling and panelling is wrought with exquisite mouldings and elaborate tracery. Here 1,000 people can be dined at a time, and Delmonico himself never had a richer or more tempting bill of fare than that to be offered by the caterer of Mr. Fisk. The table farniture, crockery, silver, cutlery and glass are all to be selected for beauty and good taste. Forward of the restaurant, to port, is the wine room, and to starboard is a capacious pantry.

Descending by the after ladder, the space below the main deck is used in the hotel economy of the vessel. At its a large pantry for crockery and wares and just forward an immense refligerator for the creams, ices, salads and sweatmeats.

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THE KITCHEN,

forty feet long and twenty wide, is paved with brick, and will have a range running its entire length. Then there is the meat room, backed with ice filing and fitted, as the kitchen is, with ventilators, lat ticed, but communicating with the external air for light and draught. Forward of the kitchen are two 50,000 galion tanks holding fresh water, with pipe connections throughout the vessel, thus making the supply of Croton available at all points.

The barroom is forty feet long, ten feet high and twenty feet wide, and is on the starboard side forward, and reached by a broad staircase from the main deck. It is to be finished in the finest and purest Vermont marble, in Gothic architecture, with French mirrors and carved ornaments. The embellishment of the celling will be done in colors, and the other decorations to correspond. The glass will be sumptuous, and it is declared that this apartment will exceed even royal splendor. The deck will be tiled with colored marble.

Reaching the main deck, all forward of the shaft is cut off by a bulkhead, and all abaft is used for A Phone NADE extending from the guards completely around the

Reaching the main deck, all forward of the shaft is cut off by a buikhead, and all abait is used for A PROMENADS

extending from the guards completely around the restaurant. Above the restaurant is the main saloon, 300 feet long, extending from end to end, vanited and pannelled, with a ceiting sixteen feet in height. Outboard is a magnificent promenade, with loose chairs and a large platform aft. Forward there is also a clear deck room. Then there are the thirty-two parlors, the elegant returng rooms, the ladies' dressing rooms, the large barber shop, the outlook from the hurricane deck and the beautiful finish of the woodwork. With these accommodations a party can engage a parlor, take private meals, have a room for dressing for a bail at Long Branch, visit the hop, return and sleep on board and wake up next morning in New York. Ladies can make their tollets in their large state rooms; a three hours' excarsion can be taken from the city, leaving at four and returning at seven, and the visitor can in the mean time have dired to his heart's content.

to the Branch will be one dollar. If the project succeeds the Empire State will also be put on the same service. The Jessie Hoyt will leave Sandy

Hock returning every morning at half-past seven o'clock, and the Plymouth Rock at half-past eight o'clock, each reaching the city in one hour's time. Spiendid docks are now being built at Sandy Hook, with docking room for three vessels, 400 feet long. The railroad connecting is to be in keeping with the steamer's elegance.

It is said Mr. Fisk will first introduce this new "diamond pla for 1870" when his line celebrates its inaugural day.

#### THE NEW REGIME.

Meeting of the Department of Docks-The Department of Parks Commencing Operations.

The new departments of rhe city government may now be said to have fully entered upon their duties.

DEPARTMENT OF DOCES

met yesterday, pursuant to adjournment, with the President, Mr. John T. Agnew, in the chair. The routine business having been disposed off, the committees appointed at the previous meeting reported. routine business having been disposed off, the committees appointed at the previous meeting reported. The Committee on Location had not fully completed its labors, and was, by request, continued. The Committee on Bylaws presented a report, which was somewhat lengthy and exhaustive. The report was accepted and laid over for one week, and the secretary directed in the meantime to furnish each member of the Board with a copy of the report. A communication was received from Mr. William H. Webb in relation to the bulkhead built by him from Thirty-sixth to Thirty-seventh street, North river. The communication was laid over and the Secretary directed to communicate with Mr. Webb and inform him that the Board could not at present fully consider his case. A large number of Applications should be sent to the secretary to be placed on file and submitted to the Board at its regular meetings. A resolution was adopted making a requisition on the Compitoder for \$250,000, and the officers of the Board were directed to prepare the form of bond to be issued for the improvement of the docks. The plan of operations was informally discussed by the members of the Board, but no official determination was arrived at.

Commenced active operations yesterday. The plan for improving the City Hall Park as agreed upon at the meeting on Tuesiay, and fully published in the Herald, has already been begun. Yesterday the architects and superintendents of the new Post Office were notified of the action of the Board, and requested to comply with its requirements as far as practicable. Arrangements for music in the public parks are being completed, and it has been determined to commence as soon as possible to dress up THE BATTERY and make it what it formerly was—a beauty spot on the lower part of Manhattan Island. The Board will be connected with the old offices of the Street Department adjoining, so that there will be plenty of room and proper accommondations for all engaged in the department. Mr. Stephen Towle was yesterday appointed engineering

### CHAMBER OF COMMERCE.

Much Ado About Nothing-Blixed Debate on Proposed Laws-Wanted, a Business Man in the Chamber of Commerce-The Ocean Cable.

yesterday afternoon, at one o'clock, Mr. Opdyke pre-siding. There was a full attendance. The special order for the day was the report of the Committee on Bylaws. Mr. Griffiths, chairman of the commit-tee, movel that the bylaws be read, to which Mr. Wetmore objected. They were, he said, to organize a body that never had an existence in this State, and never should. It had to do with mining, fisheries, &c., and the matter required full consideration. Mr. PHILLIPS moved to postpone the considera-

Mr. Phillips moved to postpone the consideration of the bylaws and to make them the special order for the next general meeting.

Mr. Griffpiris opposed the motion, as the officers to be appointed under the amended bylaws were differently provided for. They did not revolutionize the Chamber.

The Chair then took the vote on the motion to permit the chairman of the committee to read the new code. A division was called for and the motion was carried.

Mr. Griffiths then read the new code of bylaws, and explained that the itea that the Chamber was directed and controlled by a clique was erron-ous, and that by the proposed laws it was intended to have the great interests of the metropolis of the country represented by the Chamber and influenced by it. This part of the bylaws he thought were the most important.

Secuth—Committee charged with the consideration of questions relating to home trade and commerce, labor, home productions and mining.

Eighti—Committee charged with the consideration of questions relating to domestic manufactures, American machiners and investions.

Of Arbitration and Appeal, shall be composed of a chairman and twelve members, who shall be appointed at a regardine to the committee of the charge of the

Executive Committee may, in its discretion, appoint a secretary pro-tem, or assign the actuary to fill his place for the time being.

Mr. Ghifffirm, after reading of the bylaws, proposed that article one be considered.

Mr. Phillism moved to suspend the consideration of the present business for half an hour, in order to go into the election of officers.

Sinclair Toussy stood up, objected and sat down. Mr. Ordy we then took the floor and commenced speaking, but was specifily interrupted by a gentleman, whose hobby was a point of order. Then came a schoolboy performance, resulting in nothing, but lasting half an hour. He got another chance, however, and took the opportunity to arge the adoption of the bylaws. This roused the ire of another parliamentarian and there were more objections. But he objected to objections, and continued in flowing periods until six gentlemen got up and made twelve motions of no apparent meaning, when there was a spat all round. Finally a motion was made to postpone the consideration of the election of officers until two weeks from now. Five speeches and eighteen resolutions was the result of this venture, but it eventually passed.

An immense deal of filibustering followed, and finally the by-laws were adopted as a whole by a majority of twenty-one.

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An immense deal of fillbustering followed, and finally the by-laws were adopted as a whole by a majority of twenty-one.

Colonel Conktin moved that the Chamber, approving of the system of oceanic communication, ask Congress to lacilitate by law the manufacturing and laying of cables across the Pacific, from the western coast of America to the eastern coast of Asia, and around the world.

Mr. Pattirs moved that it be referred to the Executive Committee. ecutive Committee.
Mr. Lowe was against all idea of subsidy, except in secanship lines,
Mr. Tousey thought there should be no subsidies

in sceamship lines,

Mr. Tousey thought there should be no subsidies for telegraphs.

Mr. Cyrcs W. Field said that no subsidy was asked.

Mr. Tousey moved that they ask Congress to facilitate cables, provised that it costs nothing to the people or government of the United States.

Mr. Field said, of the nineteen millions of capital invested under the ocean the stockholders were not getting eight percent. He thought some encouragement should be given to get men to invest their money.

The decision of the Chamber was that the resolution should go to the entire committee of seven be appointed to nominate suitable gentlemen as officers to be elected at the next meeting. It was put and carried.

The committee to interview and aid General Meyer in carrying out certain laws was continued.

The Chamber then adjourned.

Colonel Calloway has withdrawn from the Memthis Avalanche, because the chief stockholders of that paper did not believe, as he did, that the old secession leaders were best for the democracy. The remaining editors very emphatically say:—"Saye us from the supremacy of the old secession leaders, who did all they could to plunge the South into war."

War."

Haistead, of the Cincinnati Commercial, having consulted all the best authors on the code, says:
"Admitting that all preliminary steps to obtain satisfaction had been compiled with and exhausted, to post with a 'we' is as ridiculous as Mr. Weller's suggestion to Justice Starleigh, in the trial of Bardell vs. Pickwick, about the spelling of his name. The 'we' might embrace all the editorial emplo, 6 of the paper."

paper."

A paper is going the rounds about a girl in Chester, Vt., dying from tight lachig. An editor, commenting on the fact, says:—"These consets should be done away with; and if the girls can't live without being squeezed, we suppose men can be found who would sacrifice themselves. As old as we are we would rather devote three hours a day, without a cent of pay, as a brevet corset, than see these girls dying off in that manner. Office hours almost any time."